

APRIL 2, 1926

# *The* AMERICAN LEGION *Weekly*





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By FREDERIC J. HASKIN

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# The AMERICAN LEGION Weekly



SOMEWHERE in this country is a watch that ought to burn a hole in the pocket and conscience of the man who carries it. It is a Howard watch, with serial numbers 1281693 and 102,528, and engraved inside the back lid is this inscription: "Presented to Staff Sergeant Edward Petit by the Officers and Enlisted Men of the Seventh Infantry." It was stolen from Mr. Petit's vest in General Hospital in Cincinnati in February, 1924, at a time when Mr. Petit was seriously ill. Now, just recovering from his illness, Mr. Petit is trying to get his watch back, for it is a memento of more than thirty years' service in the Army, including hitches in the Philippines, China, Cuba, Mexican Border and in France. In the A. E. F., Sergeant Petit served with the Fourth Division and went through five engagements. As a member of Robert E. Bentley Post of Cincinnati, he is hoping that a Legionnaire, somewhere, sometime, may see his watch, recognize it and help him recover it.

\* \* \*

How many posts can say that they have a complete record of the location of all the graves of soldiers buried in their county?" asks Martin W. Mills, service officer of Newark (Ohio) Post. "There are sixty-four cemeteries in Licking County," adds Mr. Mills, "and I have a record of 2,134 graves of service men of all wars including the War of the Revolution. In the summer of 1922 I started to list all the graves. I have visited every cemetery. Some had been badly neglected. Most persons do not know that the Government will supply free of cost a headstone for the unmarked grave of a soldier of any war." With Memorial Day approaching, now is the time for post committees to check up on conditions in cemeteries.

\* \* \*

IN THIS immense Legion family of ours, names often connect the present with great historical episodes long past. Almost every historical article published in the Weekly inspires letters from readers which tell of Legionnaires whose ancestors took part in the events described. In the March 5th issue was published the story of Sam Houston's dramatic career. The story has inspired two letters. "Captain Sam Houston of the New Mexico National Guard and historian of the New Mexico Department of The American

Legion is a great grandson of the hero of San Jacinto," wrote Vincent J. Jaeger, Adjutant General of New Mexico. "Colonel Allen mentioned in this article is my great great grandfather and Eliza Allen, whom Houston married, is my great great aunt," wrote C. C. Culp, a broker of Louisville, Kentucky.

\* \* \*

VERDUGO HILLS POST of Montrose, California, after raising three and one-half its town's quota for The American Legion Endowment Fund, completed building a \$10,000 clubhouse. "Not a bad record for a town of 5,000," comments Albert T. Blandford. "And we developed an idea which may help some other posts. At the suggestion of Dr. Montagu Cleaves, chairman of the endowment committee, the physicians in our post offered to give for five dollars the old-time Army physical examinations to any Legionnaire who wished to find out how far he had slipped back since 1918. And then each five dollar fee was turned over to the Post Treasurer for the building fund."

\* \* \*

DON'T go to Washington to prosecute your claim with the Veterans Bureau or to appeal a decision unless you are positive that your case folder has been forwarded to Washington from the local office of the Bureau with which you have been dealing. This is the word Watson B. Miller, chairman of the Legion's National Rehabilitation Committee, asks be passed along. "Nothing can be done in Washington until the case folder containing the history of a man's claim has reached the central office," Mr. Miller writes. "Often ten to twenty days elapses before a case folder can be obtained after the claimant has arrived in Washington. Every man planning to come to Washington should obtain proof, preferably in writing, that his case folder has already been forwarded. Don't simply take somebody's word that it has been sent. Get a statement, in writing if possible, from a Bureau official."

\* \* \*

ADD championship post membership records: White Oak Post of Scarbro, West Virginia, in a mining town of 300 population, had 150 members, all the eligible veterans in its town, after helping West Virginia win the Lindsley Trophy.

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# ECONOMY—or JUSTICE

By MARQUIS JAMES

THE hope of twenty thousand disabled veterans for relief or additional relief to which The American Legion believes they are entitled, and the hope for further improvement in the organization of the Veterans Bureau, which is the Government's agent of service for all disabled veterans, centers, at this writing, principally upon one man. This is a nutshell diagnosis of the situation touching the disabled, toward the end of March, as it appeared to John Thomas Taylor, vice-chairman of the Legion's National Legislative Committee.

The gentleman upon whom the responsibility rests, Mr. Taylor declares, is Senator David A. Reed of Pennsylvania. This is the situation. The bill conveying legal authority for the relief desired has been approved by the House Committee on Veterans Affairs, the chairman of which is Royal C. Johnson of South Dakota. This approval has been made after the most searching investigation of every detail, in the course of which the bill has been rewritten nine times, and extensive public hearings conducted on every controversial point on which the leading experts of the country have given testimony. By the time this is printed the bill should have passed the House and gone to the Senate for approval. It will be referred to the Finance Committee of the Senate, because in the Senate there is no special committee for the consideration of veterans' legislation as there is in the House. The Finance Committee will refer it to a sub-committee, the guiding spirit of which is our able friend, Mr. Reed of Pennsylvania.

Mr. Reed is a member of the Legion. He is one of the young men of the Senate, but in the three years he has been there he has shouldered responsibilities which do not ordinarily come to a Senator short of ten years' service. He is a very busy man. Last year he had practically this same bill before him—that is, the bill was before the Senate, and Mr. Reed was the Senate's agent in the matter. But the Senator was so pressed for time that he could not be brought to see the Legion's point of view on the legislation in question. It was amended and many vital provisions stricken out. The Legion hopes that this will not happen again this year, because it means so much to so many afflicted veterans.

It is difficult, in fact it is impossible, to do this legislation justice in these

## The Legion Looks to Congress

A BILL embodying The American Legion's recommendations to provide relief and justice for 20,000 World War service men is now pending in Congress. The provisions of this bill are of great importance to all service men as well as to those who would be directly helped by their enactment into law at this time. The Legion's recommendations for the disabled men are wholly reasonable. Even in a praiseworthy program of government economy it is inconceivable that anyone would wish to save at the expense of the war's sick and wounded. Here are some of the proposals which, by all the rules of justice, should be made into law:

Payment of \$50 a month to service men classified as arrested cases of tuberculosis for a period of five years following discharge from hospital.

Reinstatement of government insurance by disabled men without the necessity of paying up all back premiums in cash.

Extension of the time limit for reinstatement and conversion of insurance from July 2, 1926, to July 2, 1929.

Giving a rating of total and permanent disability, with maturity of insurance, to all men who have been rated as totally and temporarily disabled for a period of twelve consecutive months.

Admission of ex-service women at government expense to other than government hospitals.

Reorganization of the medical service of the Veterans Bureau to make it attractive to the highest type of young physicians and surgeons.

columns. It is complicated and technical, because the subject of veteran rehabilitation is a complicated and technical subject—a subject for experts. Laymen can only grasp the high spots and the generalities. But suffice to say that the provisions of this bill have the support of the great weight of eminent medical and surgical opinion, both in and out of the government service. In fact the experts are as nearly in agreement on it as they are on any subject so highly specialized, and the hearings which have been held by the House committee have been so thorough that every likely difference of opinion has been brought out.

The principal obstacle in the path of the bill in the Senate is not scientific, but monetary. The provisions of this bill will cost some money. Not much, as government finances go, but it will run into a few millions of dollars.

Taxes have just been reduced \$387,000,000, which means that the Government next year will have just that much less revenue. Care must be exercised to avert a deficit. The Legion does not want a deficit, of course, and Legionnaires and all other interested citizens are glad to see the return of normal tax rates, but the Legion naturally does not care to see economy practised at the expense of disabled veterans—and does not believe it will be practised at their expense.

One of the provisions of the bill, which as you read this will be on the desk of Senator Reed, is calculated to speed the recovery of several thousand veterans who are suffering from tuberculosis, but in whom the disease has been reduced to an inactive or arrested stage. These men are unfit to work as men ordinarily do, though anyone but a doctor might take them to be well men. The t. b. "bug" is still lying low in their systems. Any abnormal exertion, excitement or worry is apt to disturb the bug from his slumbers and put your man in the hospital again. There are men in the government hospitals now who have been readmitted as many as six times. They were discharged because the hospital had done all it could for them, and the men wanted to get away from the hospital atmosphere and surround themselves with a more normal environment. They had to go to work to earn a living. They worked too hard, and back to the hospital they came—four, five and six times.

This bill provides that such men shall be paid \$50 a month for a period of five years after discharge from a hospital. This will enable them to live at home and do some work, but on the whole take things easily and promote their ultimate recovery. The provision has been urged by some of the most eminent tuberculosis specialists in the United States—such men as Dr. LeRoy Dunn of Asheville, North Carolina, and Dr. Kennon Dunham of Cincinnati.

There are provisions for liberalizing the benefits of government insurance and for extending those benefits. The law would be amended to make it easier for disabled men, otherwise uninsurable, to obtain government insurance. Under the present statute disabled men—with the exception of those permanently and totally disabled, who are ineligible to reinstatement—may revive their insurance upon the payment of all premiums for the period of lapse. In cases of a lapse of several

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# How They Do It in Texas

By ARTHUR VAN VLISSINGEN, JR.



The "Special for Today" in Gonzales, Texas, was for several days a blackboard analysis of the Legion membership drive. P. S. They got their quota—and more

IT happened in Texas, where men are men and sheriffs sheriffs.

The service men of Quero were gathered for a dinner and celebration. Just before the meeting a mysterious stranger dropped into town and hunted up the sheriff. Without any ostentation they went out together, and were next seen when, at the meeting the visitor arose and pointed dramatically to the sheriff. "You-all know this man, and you know that what he says he means," he told them. "A vagrant is anyone who has no visible means of support, and the sheriff tells me that he considers anyone who hasn't got \$3 is without visible means of support. You'll observe the sheriff locking the doors." The speaker pointed to two men near him, and motioned them to approach.

"Got three dollars?" he asked laconically.

The men produced three cart-wheels apiece, the "hard money" that they like so well in the Southwest. "Use it to pay your Legion dues with," he directed. "This man beside me will give you your cards."

Every eye in the room was on the finance officer as he wrote those cards. Then the out-of-town man spoke again to the new members. "Go on down there and bring up the first ten men you come to. We'll see if they've got \$3 apiece." They had—and before the meeting was adjourned, the post had more members by far than ever it had before. Every man in the room

had been given the vagrancy test. They took it good naturedly, too.

The "hold-up man" who worked with the sheriff—he was the regularly constituted sheriff, too, not an imposter—was Dr. W. T. Dunning, at the time District Committeeman. He was bent on building up the Legion in his district. And he did the job. Now he is commander of the Department of Texas, and doing a good job.

Naturally the Legion is a live outfit in Dr. Dunning's home town of Gonzales. Folks say, around Gonzales, that if a man was in the war and doesn't belong to the Legion, then he must have a dishonorable discharge. And lots of them believe it.

Gonzales is a town of about 6,000. Its membership records for the past two years, 1924 and 1925, are 200 and 246, respectively. On the first day of March this year the post had 248 members, so it is obvious that the final return for the year will be a good deal larger than that. The

largest year previous to 1924 was 1920, when the post mustered 196 members.

This is a membership record a good deal better than most posts can show—a record of consistent growth for several years. It has been attained by good organization and steady work. There is not a thing sensational about the Gonzales plan for getting members, nothing that could not be done by any post anywhere in the Legion. The heroic methods that Dr. Dunning used in

other towns have not been necessary at home, for several good reasons.

As a starter, the post has made its fiscal year from November 11th through November 10th, so that dues become due fifty days ahead of the time they are due at headquarters. This gives the post an opportunity to get well set for its membership campaign every fall, and to have the greater part of the job completed by the time most posts are just getting started.

On Armistice Day is held the annual joint dinner of the Auxiliary unit and the Legion post. At this dinner members are told that their dues are due, and are now being accepted by the finance officer. Then, a day or two afterwards, out go bills or notices to the whole membership, followed a week later by another reminder and a third notice shortly afterwards.

Immediately after Armistice Day a triangle bulletin board is placed on the sidewalk at a prominent location in the business district. On this is chronicled from day to day the number of paid members to date.

This bulletin board is the focal point of the preliminary drive. In the first place, just as soon as it appears on the sidewalk it is a reminder to every member who sees it that he had better pay up. In the second place, it spurs the more energetic members to sign up new members and get old members to pay their dues. Everybody in the post wants, naturally enough, to see the showing increase as fast as possible. If it doesn't, then the other folks of the town will begin to talk.

As a matter of fact, folks begin to talk about the board just as soon as it makes its annual appearance on the sidewalk. It is always written up in interesting style, and even people who have no connection with the Legion stop and look it over every day. Every-

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The Old Gray Mare ain't what she used to be, because she's Sarah the Second, successor to the original O. G. M., which died a few months ago





The flivver takes to the air. The first Ford all-metal airplane, which the New York John Wanamaker store had no difficulty in selling within a week of its arrival from Detroit. The over-the-counter sale of planes may not be far in the future, but air flivvers like this aren't going to be common, for each costs \$25,000

# The Doubting Dollar At Last Puts *the* Plane to Work

By SAMUEL  
TAYLOR MOORE

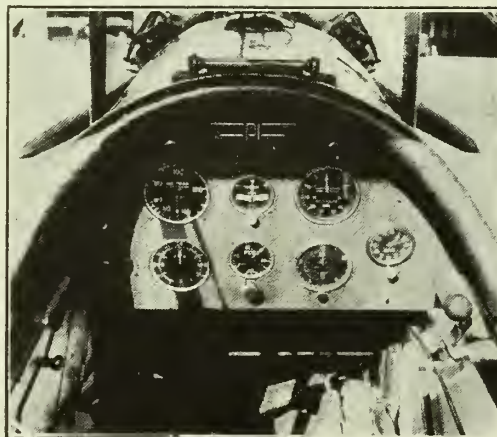
**E**ARLY last February two "branch lines" of the United States Air Mail transcontinental airway were inaugurated under private enterprise. One extends and has since been making daily trips between Detroit and Cleveland, the other between Detroit and Chicago. By the time this appears in print the Detroit-Cleveland line will probably be extended to Pittsburgh, Pennsylvania. The operator of these first extensions of the Air Mail is none other than the versatile Henry Ford, who, among other things, demonstrated his genius when without previous railroad experience he re-organized a run-down railroad system and put it on a lucrative, dividend-paying basis.

To many the name Ford symbolizes a miraculous touch, and his pioneering in the uncertain field of commercial flying may be regarded as one of the brightest auguries of civil aeronautics.

He is not the first private contractor to fly mails, however, for two concerns have been successfully fulfilling air mail contracts for several years. One line from Seattle, Washington, to Vancouver, British Columbia, has established a remarkable record of safety and reliability for the past five years. The other, from New Orleans to Pilottown, Louisiana, also has a splendid record and the operators are now inaugurating a more important extension. The Government also experimented for brief periods with air mail lines from Key West, Florida, to Havana, Cuba, and between distant points in Alaska.

Congress did its utmost to encourage civil aeronautics a year ago when it adopted the so-called Kelly Bill. Under its provisions the Postmaster-Gen-

eral was authorized to designate new air mail lines and to let contracts for flying the mails on a profit-sharing basis. The postage rate was fixed at



To the uninitiate this dashboard of a commercial plane is a bit too complicated for anything. A fellow could use a couple of extra eyes reading all those gauges. Getting the hang of them means long hours in the air

ten cents an ounce or fraction thereof for any distance within 1,000 miles. The minimum government share was to be two cents an ounce but under the bidding system a contractor might offer more. Such has proved to be the case, for one private contractor has offered to fly air mail for approximately five cents an ounce. This federal assistance is termed by some a "post-

age-stamp subsidy" but it is hardly that, for the government merely acts as agent in the sale of stamps. Established air mail terminals may be utilized by the contractors but cost of new terminals, emergency fields and beacons must be met by private enterprise.

Originally eight routes were advertised for contract. Nineteen bids were received. Some bidders were found to lack the necessary cash. Only five contracts were at first awarded. Since then, however, five additional contracts have been placed. The Ford lines are now in operation. Under the terms of the contract for the Atlanta-Miami extension, service was to begin on April 1st. It is reasonably certain, therefore, that by the time you read this at least three new extensions will be running on regular schedule.

Delays in making deliveries by aircraft manufacturers have forced postponements of the inauguration of service on the other seven lines but it is safe to assume that by June 1st, at the latest, all of the new extensions, totaling some 5,000 miles, will be established on daily schedule.

The nucleus of our national airways system will include additionally the following routes to be operated as follows:

Los Angeles, Bakersfield, Fresno, San Francisco, Sacramento, Medford, Portland, Seattle—The Pacific Air Transport Company.

Los Angeles, Las Vegas, Salt Lake City—The Western Air Express, Inc. Elko (Nevada), Boise, Pasco (Washington)—Walter T. Varney of San Francisco.

Chicago, Moline, St. Joseph, Kansas City, Dallas, Fort Worth—National Air Transport, Inc.



Chicago, Springfield (Illinois), St. Louis—Robertson Aircraft Corporation. Chicago, La Crosse (Wisconsin), St. Paul, Minneapolis—Charles Dickinson. New York, Hartford, Boston—Colonial Air Transport, Inc.

Bids are also being considered for three additional extensions, including the Cleveland-Pittsburgh line, which, it is a foregone conclusion, will go to Mr. Ford. One line will extend from Chicago to Atlanta, where it will connect with the Atlanta-Miami line. The other is a short route from Cheyenne, Wyoming, to Denver and Pueblo, Colorado. The Postmaster-General is further considering the designation of other extensions to be advertised for contract.

When Postmaster-General Harry S. New made the first awards he stated his policy of selection as follows:

"Fair promises and high hopes on the part of bidders must give way to consideration of cold facts and actualities. It would be a most unfortunate experiment to establish air mail lines upon a basis so insecure that their early abandonment would be highly probable, if not actually certain. I have required that every bidder should satisfy this department that it has immediately available the means necessary to the successful performance of its contract."

Congress never expected the transcontinental Air Mail to return a profit. It was to work out problems of commercial flying—an aerial laboratory.

"I believe that the example furnished by the Post Office Department has done more to stimulate interest in commercial aeronautics in the United States and to enlist the capital of men with imagination, as well as money, than any other incident that has ever happened," declares the Postmaster-General. "I am sure the President feels, and I share his view, that the service of the Air Mail can be better performed by privately owned companies than it can by the Government. I hope to see

Department invite proposals for taking over the government air mail system from New York to Des Moines, Iowa, including the overnight Chicago-New York route. The basis of this demand appears to be just. For the fiscal year ending last July 1, the first year of operation of the through transcontinental airway, gross air mail revenue was roughly \$600,000 from an appropriation of \$2,750,000. The private operators, resigned to suffer sizable deficits in the first two years of operation,

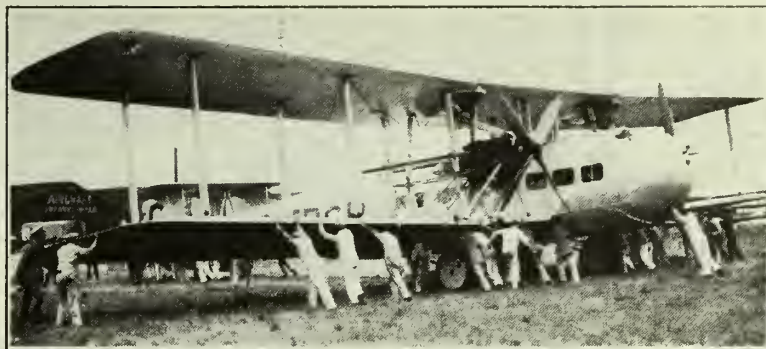
see the possibility that new traffic originating on extensions will be fed to the government system, which will profit thereby without expense. The question is raised whether the government's obsolete planes will be able to transport this new business efficiently.

The National Air Transport is ready to take over the government airway from New York to Chicago on short notice, replacing the redesigned DeHavilands with modern commercial machines. It is ar-

gued that they are entitled to any profits accruing on the "main line" by virtue of their operations on the "feeder" airways.

West of Des Moines the government airway is not financially attractive because mail traffic is inconsequential, weather conditions are severe for nine months of the year and the terrain is difficult by virtue of its mountainous character. It is felt that the Government should continue to operate the

(Continued on page 15)



The British biplane Vanguard being trundled out to do its stuff before King George and Queen Mary. This huge machine is designed for carrying troops, but it could transport merchandise just as well

it all taken over by private companies whenever it can be established that they have an organization to carry it on. There are now several companies well organized, adequately financed, and thoroughly interested, which are providing themselves with such equipment and I hope they can take over the service in the near future on terms the Government can afford to accept."

The truth of the matter is that private companies are at this moment urgently requesting that the Post Office



Hartford, capital of Connecticut, seen from aloft. The Boston-New York commercial air route, opened this spring, carries planes over Hartford, probably because the tower of the Travelers Insurance Company, seen in the foreground, is New England's tallest building and therefore an excellent landmark. The building, with a dome in the left background, is the state capitol



# Where *the* Poppies Come From

By ORTON W. WOOD

**T**HERE'S many a disabled service man today with a family to support and no compensation coming his way. Perhaps his disability has nothing to do with his service. But that makes the situation no less needful. His wife and his kiddies have to eat.

Not a few of these men can feel peace of mind today because they are working for a living—the living that means so much when there are many mouths to feed. They are working for The American Legion Auxiliary, making poppies for sale next Memorial Day. There's a special joy in wearing a poppy made by a disabled American veteran, when you know the money it brought him filled a desperate need.

In hospitals—and in one work-room in Minneapolis—these poppies are made. And the good that the money does their makers is often less than the good that busy fingers bring to their disturbed minds and bodies, as any psychiatrist will tell you.

There was one patient, a brilliant physician who had lost the power to concentrate. His mind would jump from this to that against his will—which meant real disability for him. He entered a hospital where poppies are made, and went to work with joy in his chance to keep busy and earn for his family.

It's a trick to make poppies. You build them petal by petal and part by part. The doctor learned to keep his mind on making poppies, and soon found he could keep his mind on any problem that came his way.

So they sent him back once more to his practice, cured by the poppies he had made. And his family was kept from absolute want while he was in the hospital by the funds he had earned with his nimble fingers.

Unfortunately, not all of the poppies sold in the United States are made by disabled veterans. Last year over 3,000,000 poppies were made by disabled veterans for the Auxiliary's National Poppy Committee. But over 3,000,000 poppies were made in factories—"commercial poppies" they call them, in contrast with the poppies the veterans make.



Poppy-making and poppy-selling make up an endless chain of help for the disabled men in hospitals. The profits from Auxiliary poppy sales finance new purchases from the men who make the poppies at their bedside

"We are hoping that more of the States and posts and units will buy their poppies of the Auxiliary, and less from outside sources," says Mrs. Adalin Wright Macauley, Chairman of the Auxiliary's National Poppy Committee. "We have to sell them for just a little more, because our workmen-veterans cannot compete with factory machines and highly experienced operators. But the difference in cost to the post is slight. And remember, the whole thing goes to disabled men who need our help.

"The 3,000,000 poppies made last year under the Auxiliary National Poppy Committee meant that over \$40,000 was paid direct to disabled men as wages for their work. This year, if no more orders reach the poppy committee than we already have, over \$65,000 will be earned by the disabled. Every cent that the public gives for these poppies goes to help the needy and disabled service men. The Auxiliary members give their services free, of course. So do the hospital employees who supervise the work in Minnesota, at Mendota, and every place where poppies are being made."

The earnings of the men are limited to two dollars a day in hospitals; to four dollars a day in the work-room in

Minneapolis. This is for medical reasons; sick men cannot be allowed to overwork at the time when their strength must be conserved. But two dollars in wages a day earned in hospital helps at home, and four dollars a day is a godsend.

The American Legion was the first organization in the United States to adopt the poppy. Its action came in 1920. The American Legion Auxiliary adopted the poppy as its emblem in 1921. And the next veteran organization to adopt the poppy followed in 1922.

A complete outline of the Poppy Day work—how to organize to sell poppies, how to get publicity for Poppy Day activities both in the papers and through other mediums—all of this is in the Poppy Book being published by the National Poppy Committee of The American Legion Auxiliary. It can be obtained through National Headquarters in Indianapolis.

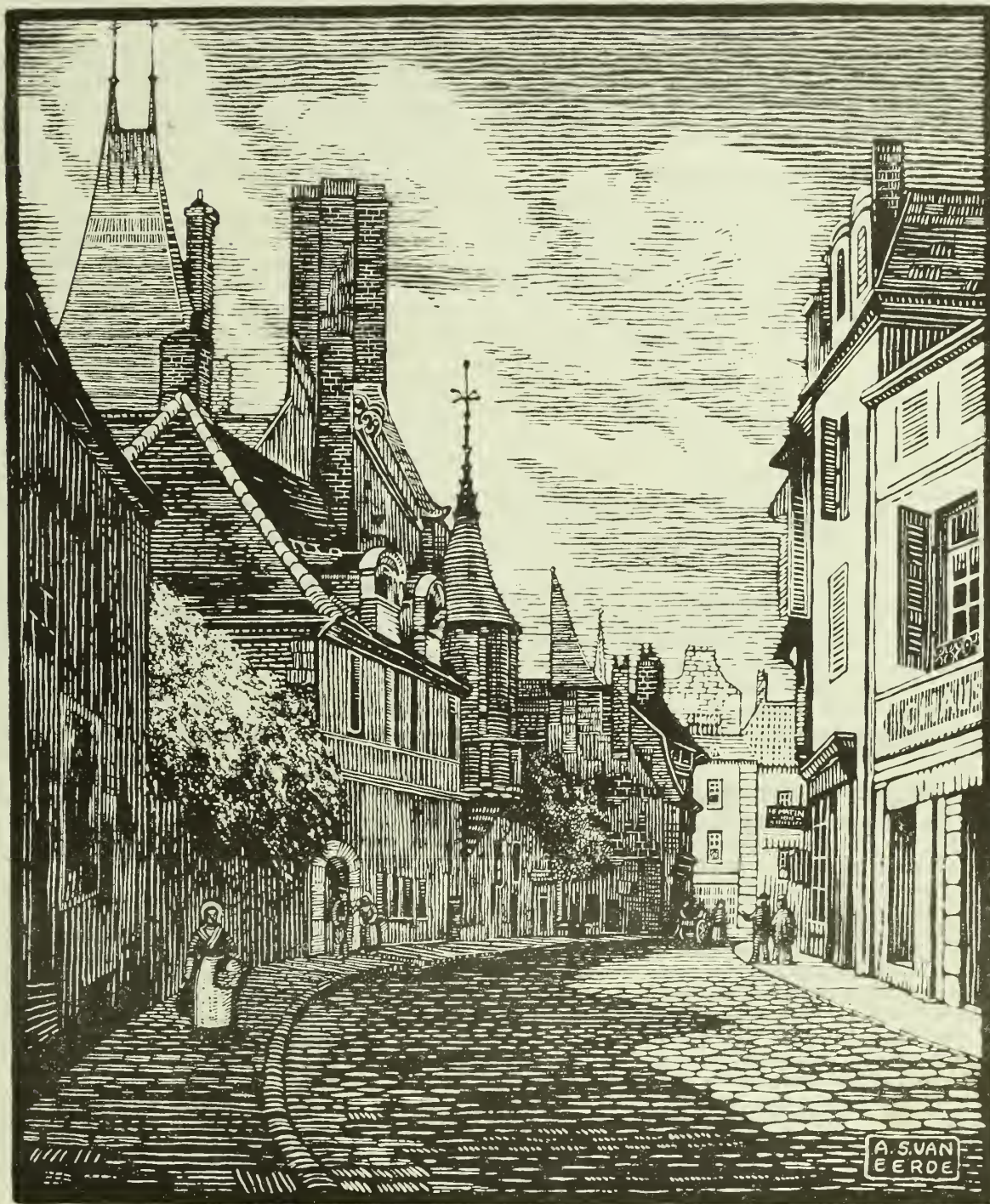
And a "trailer"—a one-minute film, seventy-five feet long—has been worked up in animated form to show what the poppy is, what it stands for, where the money goes. It will be available to all auxiliary units and the Legion posts who wish its aid in selling poppies for next Memorial Day.



# Corners of A. E. F. France

## IV. Musée Cujas, Bourges

from a drawing  
by A. S. VAN EERDE



QUITE a few veterans will remember Bourges, France, in which the above drawing was made, by its A. E. F. description—the “Headquarters Kennel of the Paper Work Hounds.” It was here that the C. R. O., or Central Records Office of the A. E. F., was located during the war, where was filed a card for every member of the A. E. F., from private to general. An entry was made every time an individual was transferred, promoted, demoted, wounded, killed, sent to hospital, taken prisoner or sent home, or did anything else of interest.

One of the principal places of interest to A. E. F. sightseers in Bourges was the Musée Cujas, pictured

above. This house, which was the home of Jacques Cujas, an eminent French jurist who lived during the period from 1522 to 1590, is an admirable specimen of early Renaissance architecture. Cujas spent a considerable period of his life as a professor of law in Bourges, Paris and Valence, and due to the great magnificence of his home one historian has suggested that university professors must have been well paid in the Sixteenth century. The building is now a museum filled with very rare and curious mementoes of an earlier day. Unfortunately, his library, which contained five hundred manuscripts of Roman laws, was sold in accordance with his will, and in great part lost.



# EDITORIAL

*FOR God and country, we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred percent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness.*—Preamble to Constitution of The American Legion.

## Irrepressible Florida

**F**LORIDA has given another proof of its intention to keep on being the Legion's pace-setting department in membership despite the fact that it didn't win the Lindsley Trophy in the race which ended at midnight of February 28th. On March 12th it reached and passed its full quota of 1926 membership—its quota representing the number of members National Commander McQuigg hoped it would contribute to the total of a million members expected from all the departments. Florida's 1926 quota was set at 9,989. Its paid-up 1926 membership cards recorded at National Headquarters on March 12th totaled 10,075.

Florida thus has won the honor of being the first State to reach the 1926 membership objective. Wyoming, which won fifth place in the Lindsley Trophy race, wins the honor of being the second department to reach its full membership quota for the year. Its quota was 2,799, and on March 18th its cards at National Headquarters numbered 2,837.

Florida and Wyoming now constitute the Legion's 1926 honor society. If, one by one, all the other departments qualify for that society, the Legion will have one million members before August 31st, the time set for attaining the quotas. Florida and Wyoming have proved the quotas can be reached. What Florida and Wyoming did in less than three months, forty-six other States certainly can do in the next five months.

## Not Spectacular, But Necessary

**M**OST Legionnaires know that one of the Legion's most important functions is in helping adjust certain tangled personal problems, arising out of war service, which are fraught with possibilities of wrecked lives if not dealt with courageously. Now and again, however, the Legionnaire still encounters a service man outside the Legion who believes the Legion isn't doing anything for him and couldn't do anything for him. Aside from the selfishness of such a viewpoint, its falsity is quite evident. In giving aid to World War veterans in misfortune, casualties in peace-time, American Legion posts perform a service which is also an obligation—an obligation which morally rests upon service men outside the Legion as well as those in it. By maintaining the machinery for prompt and effective aid in personal emergencies of certain types, the Legion also performs a direct service for thousands of communities.

Typical of work being done by the Legion is that of The American Legion Service Committee in the Hawthorne Works of the Western Electric Company in Chicago. The committee is a branch of the Hawthorne Club, an organization composed of all employees of the immense manufacturing plant, and each year it assists in obtaining adjustment of thousands of Veterans Bureau claims, and other cases vitally affecting the interests of service men. It has become an agency to which even non-service men employed in the plant appeal in certain family emergencies.

Some time ago, for example, a foreman reported that his brother who had served in the World War had developed a mental ailment and was becoming so violent that members of the family were in fear of their lives. Through the efforts of The American Legion Committee, the sick

man was moved to a psychopathic hospital. The committee obtained the appointment of a conservator by the probate court. It executed federal and state adjusted compensation applications. It obtained an award of eighty dollars a month as compensation from the Veterans Bureau.

In this one case, The American Legion Committee rendered a service which lifted a spell of terror from an entire family and saved the family from threatened demoralization. What it did in this one case, the committee has done in many other cases. And what it is doing is typical of work being performed by American Legion agencies everywhere.

Dramatic proof of the Legion's capacity for help is also given by a recent happening in Toledo, Ohio. A young man was found dead in his room, the victim of accidental asphyxiation. In a pocket was found a membership card of an American Legion post in Iowa. The secretary of The American Legion service committee in Toledo telegraphed to the Adjutant of the Iowa post. The Iowa post directed that the body be shipped at the post's expense and reported that, inasmuch as the young man's mother was in straitened financial circumstances, the post would meet the burial expenses. Toledo Legionnaires obtained the appointment of an administrator. Clothing for burial was procured from a trunk. A coffin was purchased. The body was sent back to Iowa on the day death occurred.

There is scarcely a single post of The American Legion which has not performed services such as those described above. As the years pass and the Legion grows, the necessity for these services will most certainly increase and the Legion's capacity to perform them will grow. The federal Government and many of the States have enacted laws which facilitate the Legion's work of this kind and prevent the financial burden it entails from falling entirely upon the Legion. Each post, as a matter of self-respect, will do all that it can to help the service man overwhelmed by personal calamity and to lighten the lot of families which suffer through circumstances growing out of the war.

Every Legionnaire may find satisfaction in helping make the Legion's work possible. The service man still outside the Legion should examine well his own conscience. He is shirking his share of a duty which belongs to all service men.

## A New Job for the Censor

**E**VERY time the clock ticks off a second someone grinds out a statistic. If it isn't the fact that women in America are spending \$323,000,000 a year for cosmetics it's that in cities of over 100,000 population in this country, there were 58,143 lawyers, 32,146 of whom were white persons of native parentage, and 18,817 of foreign or mixed parentage. Or something else. And so on. Even this editorial starts out with a statistic.

It will be worse. For fact finders and recorders were at it before Roger Babson and his statistical institute got under way to tell business men that "the Babsonchart this week shows business thirteen percent above normal, and the outlook is promising."

But too much is too much. People who have money to invest want to know about the number of coffee beans to the acre you get in Brazilian plantations, but surely the rest of us ought to be spared. Let those ponderous figures be tied up in massive tomes like the Statesman's Year Book and the World Almanac, all ready for use with ready reference lists. Don't let us get tripped up on them when we're ready to enjoy an evening with the loud speaker, and don't make us memorize things like this:

Life insurance companies in New York State in 1918 owned \$1,681,242,371 of railway bonds.

In the year ended June 30, 1923, the United States Government issued 1,253,195,951 postal cards and handled 19,238,548 dead letters, which contained \$143,993.



# A PERSONAL PAGE

## by Frederick Palmer

Everyone owns a factory. It is his own head. I ask myself occasionally, "Is my idea factory working to capacity? Am I using only my eyes on the news reel and the daily paper? Am I letting others do my thinking for me because I am too lazy to do it myself, or even to inquire if the others are doing a good job of thinking for me?"

### **How Is the Idea Factory?**

Mind, like muscle, grows with exercise. More people get brain flabbiness than brain fag. I know men who exercise their minds so little that they have to be told when they are having a good time. They sleep-walk along under the impression that you can be alive even if you are dead from the neck up.

Here are questions that are not too small for the biggest city and not too big for the smallest town. I have them with a request for my opinion from A. S. Robertson, Past Commander of Gaudette-Kirk Post of Spencer, Massachusetts.

### **Of Far-Reaching Concern**

"Can a building, or Town Hall, with all its activities day in and day out, be a real memorial to our comrades? Would this building be as respected by the coming as by the present generation? Will a Memorial Monument, that stands apart from a building and tells at a glance that it memorializes those who gave their all, be more sacred and fitting as a memorial?"

That is it—tells at a glance. Hall or Monument, it must express the dignity of the deeds it honors. I prefer a noble example of one to a tawdry example of the other. On principle, I prefer the Hall. In Lowell, in Robertson's own State, is a true civic center, which is my idea of what a Memorial Hall should be. It permits no one to escape the glance that tells. When you enter you are in a sacred room. The names of all the men of Lowell who fell for their country from Bunker Hill to the Argonne are in bronze on the walls. They seem one host speaking in one voice:

"We fought for you in brotherhood to preserve brotherhood. You honor us with this building. We live again in your meetings here; we are with you in council in all your affairs today and in all days to come. We want you to give the memory of past service the inextinguishable life of present service."

Why not both Monument and Hall? The Monument may come after the Hall. If there is already a Town Hall, or there are not the ways and means to build one, then the Monument. The character of a War Memorial may do much to mould the character of a community.

In good times parasites also prosper. Vermin like fat and well nourished bodies. Those human cooties, fake stock salesmen, are reported to be reaping harvests these days. They go on the theory that "a sucker is born every minute," and "once a sucker always a sucker." They take in men who think themselves quite too clever to buy a gold brick or to fall for the ancient shellgame. They take the little legacies of widows and the hard earned savings of wage earners. They ruin homes; they rob children of schooling.

### **Human Cooties Flourish**

When their victims have waited in vain for the fabulous profits that smooth tongues promised and try to sell their stocks, the salesmen have disappeared, the company in some distant place proves to be a myth. All the victims have is some pieces of worthless paper. I hate to think that a man who fought in the war and was deloused would allow one of these human cooties to batten on him. I can hear the cootie grinning and boasting: "That boob was one of those war heroes, but I made a sucker of him." Before investing ask the local banker about that company which assures one hundred percent dividends, or write to a banker or a Legion post in the town which is the company's headquarters as to its standing and that of its president and board of directors.

One country is disarming. Little Denmark has not waited on the Disarmament Conference. Her Congress has voted to abolish her army and navy and to rely on police and coast guards. If every Danish man and woman were armed and drilled and

### **Blessed to be Small**

they bankrupted themselves in building a navy Denmark could not resist her big neighbors. If one neighbor should attack her others would have to rush to her defense because they could not afford to allow any country to annex Denmark. So Denmark capitalizes her size and position while the big neighbors arm, threaten and argue. In her case it is blessed to be small.

Steam took the place of sail on the sea; of water over the wheel to grind grain, and of the windmill in pumping; coal took the place of wood in making steam and giving us heat; mineral oil the place of tallow in giving us light.

### **Making Water Work for Us**

Again water, through the medium of the electricity which it creates, is turning the wheel of industry; it is pumping; taking the place of coal; giving us light and warmth for our houses and cooking our food and running trains and street cars. Every river, every mountain stream, waterfall and cataract is a potential servant. Capital is in the same race for water power that it was in former days for railroad rights of way, street car franchises and the control of forests and mines. It is time to be on the watch. State ownership raises the question of inefficient government management compared to efficient private management. We must keep the control of what is our own in a way to make this great servant of the future do the most possible work for us at the lowest possible rates.

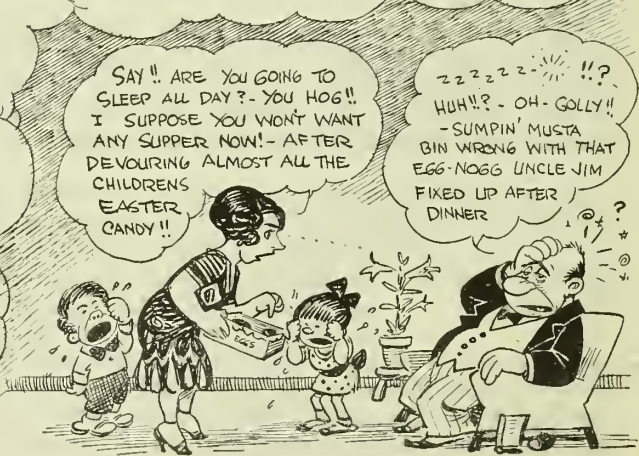
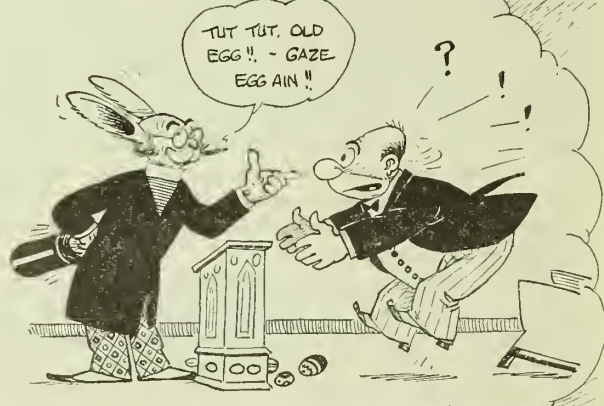
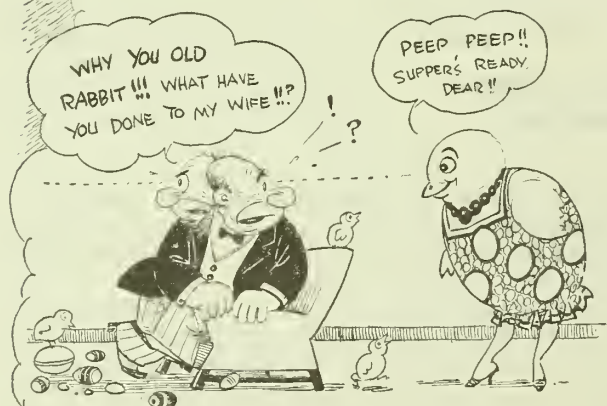
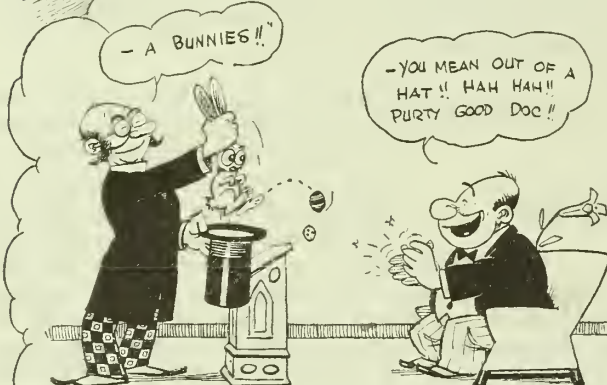
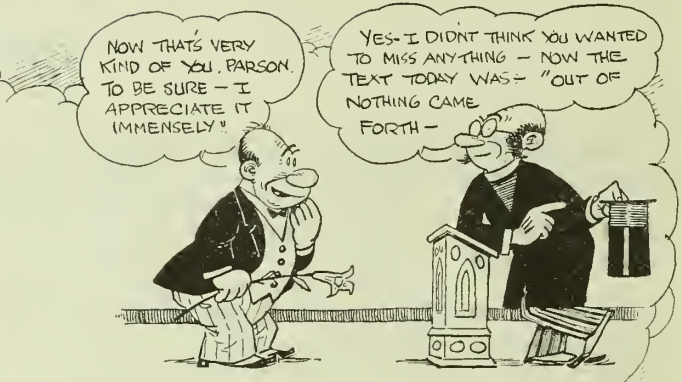
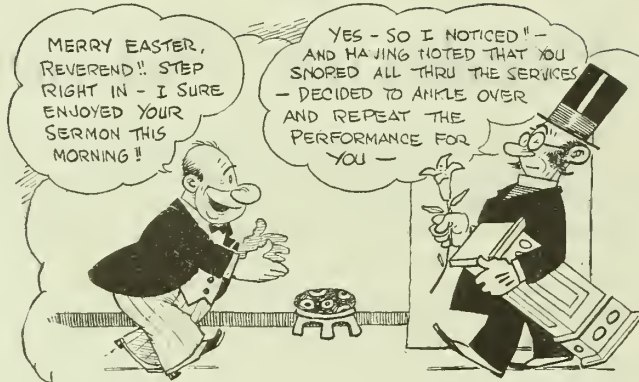
Hornsby, Cobb, Speaker, Heilmann and Ruth better look to their laurels. National Adjutant Barton is hitting 'em right out of the lot, and reaching for 'em at that. Off to an early start his batting average so far this season is breaking all the old timers' records with the department and post adjutants yet to hear from. The Junior All-American League, sponsored by the Legion, is already organized in twenty-one States. The boys have their chance. It is the greatest of all leagues, a great healthy business.

### **A New Home Run King**



## An Easter Fantasy

By Wallgren





# RADIO

**L**EGION co-operation with the older veterans' organizations has now been extended into the radio field. On Tuesday, April 6th, the G. A. R. Post of Decatur, Illinois, will celebrate its sixtieth birthday. Some years ago a bronze commemorative tablet was placed on the building in which this post of Civil War veterans was organized, and a special ceremony will attend the replacing of this tablet on a new building recently erected on the site. Beside participating in these exercises, Castle Williams Post of The American Legion in Decatur will broadcast a special G. A. R. program from the William Gushard Company Station WJBL (270 meters) on the evening of April 6th as further recognition of the important occasion. Radio activities are not new with Castle Williams Post as a Legion program is broadcast regularly by the post on the last Monday night in each month from the same broadcasting station at 9:30 o'clock, Central Time.

**P**ROGRAM coming in fine over fifty head phones and six loud speakers. Patients refusing to observe rest hours and employes have quit work." When this telegram was received by Oklahoma Radio Post in Oklahoma City during one of its weekly programs from Station KFJF, from the Soldiers Tubercular Hospital at Sulphur, Oklahoma, the officers of the newly-organized pioneer air post of the Legion decided that other arrangements would have to be made to take care of the listeners-in in hospitals. The Saturday midnight programs, they decided, were all right for hale and hearty veterans, but not of curative value to the disabled buddies. So Oklahoma Radio Post is broadcasting a special program for the shut-ins from Station KFJF each Sunday afternoon at 3 o'clock, Central Time.

## ON THE AIR

Brief announcements of radio programs to be broadcast by Legion posts will be published in this department. Notices of proposed programs should be sent to the Weekly at least four weeks in advance of date of broadcasting. Be sure to give the wave length.

FOLLOWING Legion programs will be broadcast at 2 p. m., Central Time, on dates shown from Station WMAQ (447.5 meters), Chicago, Illinois: GEORGE L. GILES POST, April 2; THEODORE B. SACHS POST, April 5; CARSON PIRIE SCOTT POST, April 6; AUXILIARY UNIT of Verdun Post, April 7; COMMONWEALTH EDISON POST, April 8; HYDE PARK POST, April 9.

CASTLE WILLIAMS POST, Decatur, Illinois, will broadcast a special G. A. R. program from Station WJBL (270 meters), to commemorate sixtieth anniversary of organization of Decatur G. A. R., on the evening of April 6.

OKLAHOMA RADIO POST, Oklahoma City, broadcasts its meeting and a program of entertainment from Station KFJF (261 meters), every Saturday at midnight, Central Time. Program continues for two hours.

ROBERT E. BENTLEY POST, Cincinnati, Ohio, broadcasts a program every Monday night from 9 to 10 p. m., Central Time, from Station WKRC (422 meters).

OKLAHOMA RADIO POST broadcasts a special program for hospitalized veterans from Station KFJF (261 meters), every Sunday at 3 p. m., Central Time.



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**EVERYBODY TURN OUT!**  
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**GANGWAY!**  
Don't there's not trying to beat each other It leaked out! Post, this is given which you can't afford to miss it!

**A CURIOSITY!**  
It's a fact. The member who still owes his post dues is now a day, he's almost a curiosity. Be a regular at our next meeting!

## Post Pep Postals!

Adjutants! Here are FOUR of the TEN famous time, trouble and temper savers known as "POST PEP POSTALS."

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This will leave you more time to attend to other and more important matters — and yet keep the POST pepped up!

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# How They Do It in Texas

(Continued from page 5)

body in town takes an interest. Pretty soon the progress of the Legion's membership campaign is the topic of the day, and every member is asked by his family and his friends, "Have you paid up yet?" And, of course, many a service man who does not belong is greeted, over the dinner table with "Henry, I wish you'd join the Legion. I declare, everybody in town but you belongs. You know, Mary Smith asked me today if you were a conscientious objector during the war, or did you have flat feet? And you've told me so many times that your division is the one that really won the war. I wish you'd join the Legion!"

While this is going on, the membership committee sends out a couple of letters to old members as well as to prospects. Then the adjutant takes all of the last year's membership cards and prospect cards and sorts them according to addresses. For instance, a good many members live in Waelder, Texas. Suppose that the adjutant has cards for twenty-five old members at Waelder, and ten prospects. Out of the members there he selects four, each of whom he appoints a local membership chairman. Then he sends each of these chairmen a list of the whole group, last year's members and prospects. Probably no single one of the chairmen will see all thirty-five, but among them they will average better than two calls on each man on the list. These chairmen report their progress at regular post meetings.

When the ground has been gone over thoroughly, the names of all men who have not yet paid up are put on a roll. This roll is read in meeting, and at least one volunteer is expected to stand up for each name—the volunteer is a man especially well qualified to solicit that particular prospect, and he is expected to get his man. The volunteers take their jobs seriously, and they usually effect a clean-up before the next meeting. At the next meeting the revised roll of delinquents is read, and new volunteers called for. Results from this method are surprisingly good.

These methods, taken together, have been sufficiently effective to get the post over the top in time to win the Distinguished Service Citation offered by National Headquarters the last two years.

So much for a tested method that has held up membership year after year, and brought about a steady growth. A great many posts are not in this situation. They have never had membership commensurate with the size of their towns, or if they have had, it was back in the easy days of 1920. Sound methods of steady growth will help them, but not soon enough to satisfy the ambitious post officer who wants to get his post really going full tilt this year.

Rotan Post of Rotan, Texas, was in pretty much that condition. Rotan is a town of 1,500, and the 1925 membership of forty-three was the largest to date. Yet there were, including the members, about eighty men eligible, so that the post had barely passed fifty percent of its possibilities. That might have satisfied a good many posts' officers, but not those of Rotan Post.

So by the middle of 1925 the post had begun discussing 1926 membership in its regular meetings. When the first day of September arrived, two membership committees had been organized and were ready to go to work. Their slogan was: "Every member get a member—or suffer the results." The post adjutant wrote stories about the Legion, its purposes, its aims, its accomplishments. The local weekly printed them, and everyone in town read them.

The post had signs in every store window in town, and put out handbills weeks before it began to sign up new members for 1926. Meetings of the membership committees—everybody in the post—were held every Monday evening, and the whole time was taken up with a discussion of plans for the membership drive. Short, snappy speeches were made. The whole post was fired with enthusiasm for the drive.

"We talked in old war terms," explains L. E. Newton, adjutant of Rotan Post. "We planned to start our drive at 5 a. m. on the Eleventh of November, and we did start it then. We talked 'Big Guns,' 'Gas,' 'Grenades,' and for each of these terms we had something to produce. Our 'Big Gun' was: 'Join the Legion to help the disabled and the unfortunate buddy.' Our 'Gas' was: 'The Legion has done worlds for you. What have you done for the Legion?'"

"We didn't let up then, but kept plugging away. Always there are those who cannot pay their dues; we went after the more fortunate members, and got them to take on the membership dues of a hard-up buddy. We have one man in the post who has paid for three membership cards besides his own, at five dollars per. The plan does a double service. It gets into the post a man who could not otherwise afford it, who probably needs it more than do the more affluent men, and it gives the other fellow some real satisfaction.

"Today, with 1926 two months gone, we have sixty-five members paid up—150 percent of 1925 membership—and we still have about fifteen eligible men in the community who do not belong. We are starting a 'Clean-Up Campaign' to get these fifteen men, and by the time it is ended not more than two or three of them will be outside our ranks."

That is what two Texas posts have accomplished. There is not, in either of these methods, a thing that almost any other post could not do. And neither method could, if given a fair trial, fail to increase the membership of any post which has not cleaned up its territory one hundred percent.

## OUTFIT REUNIONS

Announcements for this department must be received three weeks in advance of the events with which they are concerned.

27TH ENG. ("Mining Regiment")—Reunion of Northern Minnesota section will be held at the Audray Hotel, Hibbing, Minn., Apr. 10. Address Herman Adams, Box 51, Nashauk, Minn.

U. S. S. MISSOURI—Men who served on this vessel interested in reunion during Legion convention in Philadelphia, Pa., Oct. 11-15, address Ray A. Boultinghouse, 1401 Main St., Vincennes, Ind.



# The Doubting Dollar At Last Puts the Plane to Work

(Continued from page 7)

western section, for the time being at least.

If the eastern section of the transcontinental air mail is not offered for bid to private contractors shortly, executives of the National Air Transport, Inc., have stated that they will inaugurate a private flying service between Chicago and New York on their own responsibility.

From the standpoint of personnel, capital and experience, National Air Transport, Incorporated, shares importance with Mr. Ford. The NAT, as it is popularly known, is capitalized for \$10,000,000, of which \$2,000,000 was paid in at the time of organization. Howard E. Coffin, a leader in many phases of American aeronautics, is president, and Clement M. Keys, president of the Curtiss Aeroplane & Engine Co., is chairman of the executive committee. The vice-presidents are Charles L. Lawrance, Wayne Chatfield-Taylor of Chicago and Eugene W. Lewis, a Detroit banker. John J. Mitchell of Chicago is treasurer. The board of directors includes Lester Armour, Marshall Field, William Wrigley, Jr., Robert P. Lamont, John Hays Hammond, William A. Rockefeller, Stuyvesant Fish, Glenn H. Curtiss, F. Trubee Davison and other men of prominence.

The general manager is Colonel Paul M. Henderson, formerly assistant postmaster-general and the man under whose administration the practicability of night flying was established, enabling the inauguration of through transcontinental air mail service. Despite a large volume of publicity the fact is that before July 1, 1924, the Air Mail was of little practical value. The ground organization was established, but lacking equipment to make night flying possible the service was merely a supplement to the railway mail service. Only comparatively short distances could be flown in daylight hours with the result that an infinitesimal volume of mail was accelerated a few hours in transport. It was necessary pioneering but not a service which could command a money premium on time saving.

The NAT will not carry passengers for the first year of operation at least. The primary consideration in that decision was economic. The postage rate is ten cents an ounce, and few letters weigh the postal limit. Mail or freight is much more compact than the angular human body and it is therefore a source of potentially greater profit. The other factor is safety. The Carrier Pigeon is a single motored ship and despite post-war progress in all phases of aviation the element of risk is recognized. The chain is no stronger than its weakest link, engine, pilot, and ground organization. Other air mail contractors may, and several will, carry passengers, but it is significant that this organization of experienced veterans in all branches of aviation will not.

Some idea of the investment for ground organization may be gleaned from the estimates of Colonel Henderson for the line from Chicago to Dal-

las. It totals \$225,000 for the first year. The salary list for field managers and mechanics alone amounts to \$1,650 a week. Rentals of fields total \$300 a week and that despite the fact that every proposed terminal city outdid its nearest rival in offering hangars, landing fields and business inducements to attract the NAT line location. It was the experience of the company that mayors and business interests foresaw in the location of flying terminals another historic parallel between the development of the city which got the railroad and the one that didn't.

Another interesting item of cost is \$100,000 which represents an estimate for practice operations before any mail is carried. To thoroughly familiarize the entire personnel with their respective duties, the NAT airways will be operated for four weeks on regular schedule without an ounce of freight or mail in the compartments.

In addition to carrying air mail under contract Henry Ford's contributions to commercial aviation to date consist of an airport at Dearborn, equipped with every modern aeronautical convenience, and the acquisition of the Stout Metal Airplane Company. The Ford pocketbook has been further opened to the Airship Development Corporation, a project for the introduction of an all-metal dirigible airship.

Like the NAT Mr. Ford has confined his operations to mail and freight carrying. He is not yet ready to invite passengers to travel by air nor has he ever flown. In a recent interview he expressed fresh optimism, however, with the statement, "We'll put all the people into the air whenever they want to fly."

In recent months Mr. Ford has been won to the multi-motored airplane. The Stout-Ford metal monoplanes, originally powered with a single Liberty motor, are being redesigned with three air-cooled motors of 200-horse power each. In general there is an unmistakable trend to the multi-motored airplane for its safety guarantee. Within five years it is safe to predict that all commercial airplanes carrying freight and passengers over established routes will be of that type.

In the second phase of commercial aviation events are also transpiring.

Commercial aviation as it existed in the United States until this year consisted of a number of small companies for the most part rendering taxi service. According to the 1925 Year Book issued by the Aeronautical Chamber of Commerce the number of commercial companies operating from a fixed base dwindled from 124 in 1923 to sixty in 1924. The mileage flown and passengers carried also decreased though not by the more than fifty percent indicated in the passing of sixty-four companies. The majority of survivors are now on financial rock-bottom. Most of these companies own from four to six ships, chiefly rebuilt war planes.

The largest private company in the flying business is the Curtiss Flying Service, Incorporated, operating from

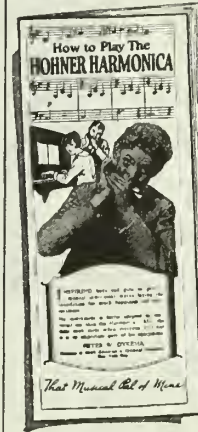


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Curtiss Field, Long Island. During an average month, the revenue for various services employing four permanent pilots and thirty airplanes totaled \$15,102.

Approximately one-third of that business was taxi service, the balance exhibition flights, instruction and photographic missions. What is this taxi service?

One day last summer the son of a prominent New York financier injured his leg while at play on the family estate in remote Quebec. The mother might well have had a Canadian physician attend the boy, but with motherly solicitude she insisted upon a surgeon of high repute in New York City. Obviously the youngster could not remain in pain for the twenty-four hours required for the doctor to make the trip by train and automobile. Telegraph wires buzzed a message to the great physician. An hour later he was on his way to the camp by air. At Quebec he transferred to a hydroplane because of lack of landing fields. Four hours more and the doctor was in attendance on his young patient.

A prominent brokerage house with offices in New York and Chicago was threatened with bankruptcy. The presence of a New York member of the firm in Chicago early the following day was imperative to avert the catastrophe. By train he would be too late. At four o'clock in the morning the broker took off from Curtiss Field, Long Island. At eleven o'clock, Central Time, he was set down on Maywood Field less than an hour from his destination. The airplane had saved the day.

That anyone can master the mechanics of flying is proved by the experience with novices of the inimitable "Casey" Jones, who has supervised the training of more than 300 flying students. Among all the applicants ever enrolled in the Curtiss Flying School every one has completed a solo flight and not one fatality has attended. The average pupil was ready for his solo flight after five or six hours of dual instruction, administered in twenty minute doses, over a three-month period. On the other hand one student required twenty hours of dual instruction before accomplishing a solo. He was not an American, however. He was one of about twenty Chinese students trained at Curtiss Field, three of whom are now generals in the aviation service of the Chinese army. Comparatively few American war-trained pilots fly today. Opportunities were lacking after the Armistice. Most of them are now established in civil fields of endeavor. Few will go back to air piloting as a profession because they are beyond flying age. A new generation of airmen must be trained.

There are perhaps forty aviation "schools" in the United States today. Tuition rates vary from \$100 to \$300 but the graduates are rarely trained pilots in the accepted sense of the word. They can take an airplane into the air, fly circles and land. But few can find their way from one point to another. At one time the Curtiss Company presented each graduate with an airplane as a practical diploma. Most of the new pilots cracked up while trying to fly home.

It is significant that whereas the number of flying pupils in former years



at the Curtiss School has averaged about sixty, this year the enrollment will exceed one hundred.

The most competent annual crop of new pilots turned out are the graduates of the Army Flying Schools in Texas. Out of 140 students who qualify physically less than half receive their wings. These youths, recruited from civilian life, are commissioned second lieutenants in the Army Air Service Reserve and sent back to civil life. They are capable in every phase of aeronautics and the best fresh flying material in the nation. But to date few have been able to find employment in the air because of lack of civil aviation development. They look with hope on the trend of commercial aviation in recent months.

Whether the fledgling wings will soar or fall, dropping like the proverbial plummet, remains to be proved by experience. Daniel Guggenheim, prominent financier, has given \$2,500,000 in cash to meet problems as they arise, and to anticipate others. That is a great and practical aid. The American Legion, by official resolution, is pledged to do all in its power to stimulate civil aeronautics. I have endeavored to outline the present promising situation. Every Legionnaire should be alert to literally boost aeronautics to make America "first in the air."

*This is the second of two articles by Mr. Moore on the status of commercial aviation today.*

## Economy—or Justice

(Continued from page 4)

years this amount may be more than the veteran can command. Consequently the present bill would enable a disabled veteran to reinstate with the resumption of premium payment, the amount of the unpaid premiums to be deducted from the face value of the policy. This is a give-and-take arrangement, which protects both the Government and the veteran. The bill also asks for the extension of the time in which other veterans may reinstate their insurance from July 2, 1926, to July 2, 1929.

The bill provides that a veteran rated as temporarily totally disabled for twelve consecutive months shall be adjudged totally and permanently disabled for insurance and compensation purposes. This would increase his compensation allowance from \$80 to \$100 a month and would mature his insurance policy. He would not have to pay premiums, and would receive a check of \$57.50 a month, as the disability benefit of his policy.

The bill arranges for the admission of ex-service women at government expense in other than government hospitals. Government hospitals are not always equipped to handle women patients. This provision would relieve the Government of the expense of providing special wards for women.

The bill would reorganize the medical service of the Veterans Bureau with the object of obtaining a more skilled personnel. At present the rates of pay and method of selection by civil service have not attracted the type of men desired. The projected reorganization would give the Bureau a medical corps modeled after those services in the Army and Navy, and provide a future for ambitious young physicians and surgeons.

Such, briefly, are the provisions of the bill which will be largely up to one man in the Senate by the time this is read. No resume would be complete that was not couched in technical terms and involving technical situations which would stump the average layman unless he translated it with the aid of a medical dictionary. But the scientific authorities have been over it with a fine tooth comb and the weight of their opinion is for it. If it passes this year a big job will be done.

Another piece of disabled legislation which the Legion has been fighting for

for years and will continue to support until it is passed is the bill providing for the retirement of disabled emergency officers of the Army on an equal pay status with other officers of the military and naval service. There were nine classes of officers in the war. Eight of these classes have received retirement for disability following the precedent of officers of the regular services. The one unrecognized class is emergency officers of the Army. Twice this bill would have been passed by Congress except for parliamentary tactics of delay in the House. The strategy has been to jockey it along until near the close of a session and then choke it off by pushing other legislation in ahead of it. If it had not been for the Legion this bill would have been as dead as a door nail and forgotten years ago. But the Legion annually brings it to life.

Just now there is no telling just what will happen to it. In the House it is before the Committee on Rules, of which Bertrand H. Snell of New York is chairman, waiting for a special rule by which it can be brought before the main body of the House. The instant this is done the House will pass it. In the Senate it is before the Military Affairs Committee of which Senator Wadsworth of New York is chairman. If the Military Affairs Committee reports it to the floor of the Senate it will be passed because the Senate is for it. But Mr. Wadsworth is against this bill, though he used to be for it. Mr. Reed of Pennsylvania is also on the Military Affairs Committee. He is against it now, though he used to be for it. Mr. Bingham of Connecticut, another Legionnaire, is also on the committee in question, and he is against the bill. That puts the Legion in a bad hole as far as that committee is concerned. Eight national conventions of the Legion in a row have endorsed this measure. There can be no question how the rank-and-file veteran feels about it. There can be no question how the rank-and-file Senator or Representative feels about it. But such are the workings of parliamentary practices that notwithstanding these facts a few opponents, strategically placed on important committees, can defeat the will of the majority by delays. The Legion's fight, as before, will be to force a vote. This would infallibly mean a victory.

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# Bursts and Duds

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## Misunderstanding

"You had some fresh shrimps bere last week," began the purchaser. "Now—" "Yes, ma'am," interrupted the market man apologetically, "but I fired both of 'em."

## The Watchword Is Economy

It was known that McSpriggins, the village tightwad, kept his money in an old sock.

"I should think," remarked one of his neighbors, "that a careful man like you would keep his money in a bank rather than entrust it to a worn out sock."

"What!" gasped McSpriggins. "An' let the sock go to waste."

## Come, Herbert! Come, Myra!

[Heading in Asheville (N. C.) Citizen]  
State to Name Its Oysters.

## For Emergency

"I want to buy a car," meek Mr. Smith informed the salesman bashfully, as he walked into the big automobile salesroom.

"Ah, yes," replied that energetic young man, "and how large a family have you?" "Er—there are six beside myself."

"We have just the model you want," asserted the salesman. "A compact little roadster with a quick get-away."

## Consideration

Yvette, who is seven, had just finished a letter to her father who was "on the road."

"But, dear," asked her mother, "aren't you going to send daddy a kiss?"

"No," replied Yvette. "That wouldn't be nice. I've been eating onions."

## A Short Life, But a Gay One

"Do you believe in life after death?" asked the Little Widow's friend.

"Well," sighed the Little Widow, "I do think a person should wait until she gets out of mourning."

## Indeed He Had!

[Manistee (Mich.) News Advocate]

The party who stole Peter Murphy's skunk at 8 Division St., is known and had better return to avoid trouble.

## The Next Best Thing

"What makes you think Bill Morgan is economical?"

"Well, his wife wanted to see the world—and he gave her a map."

## Big Game

"Does Wilbur still race the trains to the crossing?"

"No, it was too tame. He traded his car for a motorboat and tried to cross in front of a battleship."

## Why, Irene!

Irene Thomas, pretty typist,

Really made a hit

With her new boss, Dave A. Meyer,

But she had to quit

When he noticed on each letter

She had signed DAM: IT.

—Paul Greusel.

## A Hard Day

"Well, sweetie, how has my little bride been all day?" asked Younghusband on his return from his office.

"Oh, George!" cried his wife, breaking into tears. "A salesman came bere and

called me his dear madam and I called a police officer and now I have to go to court Wednesday!"

## No Loafing Allowed

"You've walked to the end of the room for a drink of water three times in the last half hour," roared the office manager to a new clerk. "We're trying to practice efficiency in this office."

"I know," placidly agreed the clerk. "and I just want to see that we get our money's worth out of that cooler."

## That Wins

"What's your definition of a careful man?"

"A fellow who drinks wood alcohol out of sanitary cups."

## O to Be a Commissioner!

[From Steele (N. D.) Ozone]

County Commissioners met did not sit Wednesday, that being Tuesday, and Wednesday being a legal holiday they did not sit.

## Sot

"I suggest," suggested the persuasive county agent, "that we discuss these differences in an open forum."

"For 'em, hell!" expostulated Hiram Spudblossom. "I'm dead ag'in 'em!"

## The Cautious Veteran

The flapper whispered that his eyes

Were such a perfect blue;

She told him that his heart was staunch

And kind and brave and true.

She raved about his raven hair,

His manly form—all that—

And said she knew he'd wealth, he looked

Such an aristocrat.

Just what she sought he never knew;

He bolted for the door

And yelled: "Farewell—good night—good

bye—

But I've been gassed before!"

—Floyd Wagaman.

## All Kinds of Work

"Don't you find it hard to enforce the law in a wild town like this?" asked a visitor to Red Gulch.

"Hell, mister!" ejaculated the local constable. "We got three or four laws to enforce out here."

## Did His Best

"So that little Brown boy gave you another black eye?" inquired the mother. "That settles it! You must quit playing with him."

"Gee whiz, ma!" protested the bruised child. "I wasn't playin' with him this time. That kid's got skill!"

## Made It Interesting

"You are charged with resisting arrest," the judge announced sternly to the red-headed and belligerent prisoner.

"Yer Honor," the latter explained, "the officer shouldn't have t'rown temptation in me way by callin' the riot squad."

## Pasty

"My wife gave me a two-tube set for my birthday."

"Regenerative?"

"Naw. Shaving and tooth."

## Doesn't It, Though?

Uptown: "They say that paper's a fine thing to keep you warm during the winter."

Downtown: "Especially if it's in the form of a note. One of them kept me in a sweat for thirty days."

## For the Federal Trade Commission

An angry customer strode into a grocery store.

"See here!" he exclaimed. "You advertise your apples as being uniform in quality?"

"I do," replied the grocer.

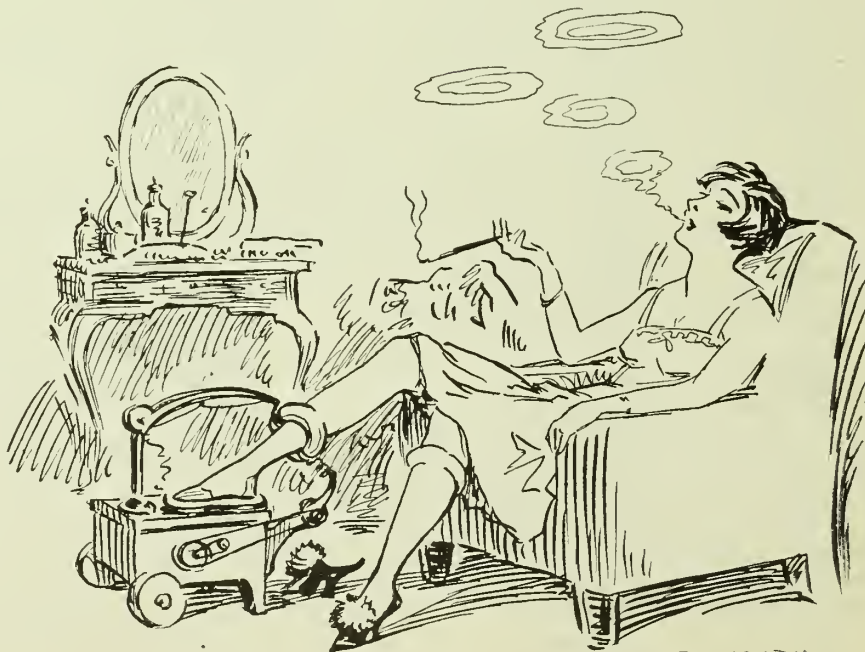
"Well, they're not! You let the worm escape from this one."

## Johnny on the Spot

[Notice in Abbeville (La.) Meridional]

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# They Called Me a "Human Clam" But I Changed Almost Overnight

AS I passed the President's office I could not help hearing my name. Instinctively I paused to listen. "That human clam," he was saying, "can't represent us. He's a hard worker, but he seems to have no ability to express himself. I had hoped to make him a branch manager this fall, but he seems to withdraw farther and farther into his shell all the time. I've given up hopes of making anything out of him."

So that was it! That was the reason why I had been passed over time and again when promotions were being made! That was why I was just a plodder—a truck horse for our firm, capable of doing a lot of heavy work, but of no use where brilliant performance was required. I was a failure unless I could do what seemed impossible—learn to use words forcefully, effectively and convincingly.

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And then suddenly I discovered a new easy method which made me a powerful speaker almost overnight. I learned how to bend others to my will, how to dominate one man or an audience of thousands. Soon I had won salary increases,

promotion, popularity, power. Today I always have a ready flow of speech at my command. I am able to rise to any occasion, to meet any emergency with just the right words. And I accomplished all this by developing the natural power of

speech possessed by everyone but cultivated by so few—by simply spending 15 minutes a day in the privacy of my own home, on this most fascinating subject.

There is no magic, no trick, no mystery about becoming a powerful and convincing talker. You, too, can conquer timidity, stage fright, self-consciousness and bashfulness, winning advancement in salary, popularity, social standing, and success. Today business demands for the big, important high-salaried jobs, men who can dominate others—men who can make others do as they wish. It is the power of forceful, convincing speech that causes one man to jump from obscurity

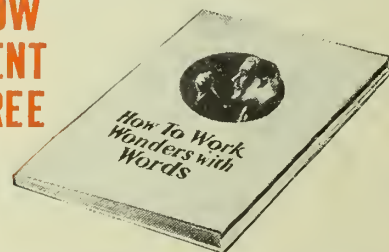
to the presidency of a great corporation; another from a small unimportant territory to a salesmanager's desk; another from the rank and file of political workers to a post of national importance; a timid, retiring, self-conscious man to change almost overnight into a popular and much applauded after-dinner speaker. Thousands have accomplished just such amazing things through this simple, easy, yet effective training.

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